1:Gallin E-4,5 (1957-1958) 1966
AD5 Taiwan Hokkien AD5
Formosa AD1

Taiwanese villages are laid out in three basic patterns. Probably the most common is the nucleated or compact type: the dwellings form a compact cluster which is surrounded by the arable land of the village. The second is linear, laid out along a riverbank or road, and the third, the least common, is the scattered settlement whose houses are spaced out over a larger area, which sometimes makes it difficult to determine the exact boundary of the village. Hsin Hsing, like most of the villages in the area, is a compact cluster of dwellings surrounded by farmlands. One can walk completely around the central cluster in about fifteen minutes.

The dwelling cluster is bounded on the southwest by the *hsien* dirt road which connects Lukang with the market town of Chi Hu (all of the villages in this immediate area lie on one or the other or both sides of this road) and on the northeast by an irrigation drainage stream which flows into the sea near Lukang. There are two villages quite close to Hsin Hsing. Lo Ts'e (now incorporated into Yung P'ing village) is along the road about three hundred yards to the northwest, and Ta Yu lies along the same road about eight hundred yards to the southwest. Like all the neighboring settlements, both are separated from Hsin Hsing by fields.

There are a few fields lying within the dwelling area itself. These are small, mainly garden plots, and are mostly on the outskirts rather than within the village. Hsin Hsing villagers own the fields across the road from the village as well as those between Hsin Hsing and the neighboring villages of Ta Yu and Lo Ts'e, but most of the fields operated by the villagers—either as owners or tenants—are usually not so conveniently located. Many lie to the west on the other side of the road and as much as two or three miles away. Some can be reached only by dirt roads and by narrow paths between the fields. The villagers ride their bicycles as far as they can and walk the rest of the way, often carrying heavy farm implements. A boy might go along leading or riding a water buffalo.

Village agriculture is focused primarily on wet-rice cultivation. Hsin Hsing village is located in one of the principal agricultural areas of the island, the long flat west-central coastal plain. With the Strait of Formosa to the west and the interior mountains to the east of the area, there is a natural flow of water from the mountains to the lower lands and finally to the sea. The usually plentiful water supply is harnessed by an intricate network of irrigation systems which consist of rivers, dams, pumping stations—both publicly and privately operated—and artificial waterways and ditches which eventually carry water into the maze of fields.

The area is subject to great seasonal variation in both temperature and precipitation. Although it lies in the semitropical zone—being

2:Wolf E-5 (1958-1961) 1964 AD5 Taiwan Hokkien AD5
Hsiachichou

CHAPTER 2

THE SETTING

101 The village of Hsiachichou is a small Hokkien community located near the market town of Hsulin on the southwestern edge of the Taipei 101 basin. Seventy years ago when the Keelung and Tamsui Rivers were the 133 only convenient avenues of transportation within the basin, Hsiachichou 178 was commonly described as being situated on the west bank of the Tamsui 487 River two hours upstream from the city of Taipei. The village's location on the river was then one of its most important characteristics, a fact still reflected in the name Hsiachichou, "The Place Down on the 178 River." After 1923, however, the river began to lose its central place 487 in the life of the village, this being the year in which the Formosan 496 Development Company completed a rail line through the southern half [829] of the Taipei basin. At first many of the villagers refused to make use of the railroad, apparently afraid of becoming contaminated by coal dug in inauspicious locations, but the advantages of convenient transportation overcame their qualms. Where it had formerly taken hours of hard poling to make a round trip to Taipei, the railroad made it possible to travel to the city and back in little more than an hour and in relative comfort. The village of Hsiachichou is today thought of as being "fifteen minutes from the Hsulin Station" or "three stops down track from Taipei." So completely has the river lost its central place 823 775 in the life of the village that it is only in the seventh lunar month

3:Wolf F-5 (1959-1961) 1968 AD5 Taiwan Hokkien
Taiwan AD6
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The City and the Market Town

In the few arcades streets closed to automobiles in the United States and England, one is conscious of the sound of feet on concrete, but in Taipei, even though the wooden clogs of the poor make much more noise than Western leather, one is conscious of voices. Children cry, women gossip, storekeepers greet friends and customers, peddlers inform passers-by of the quality and freshness of their wares, pedi-cab drivers shout warnings to pedestrians about to step in front of them, neighbors discuss the bargains they've found, and not infrequently family quarrels are presented for the world to judge. Winter or summer, day or night, there is always the smell of smoke—coal smoke, charcoal smoke, fuel oil. Often it is delicately embroidered with a thread of incense coming from a family altar in the back of a store or from a small temple tucked down a side alley. The air is heavy with smells, not just smoke, but the oily smells of cooking, the salty smell of drying fish, the sharp tang of pickled vegetables, the elegant smell of sandalwood being fashioned into boxes and furnishings for the rich, and always somewhere in every neighborhood the smell of the "honey-wagon," a slow moving tank cart that goes from house to house to collect "night-soil."

In 1957 my husband and I arrived in Taipei and spent the better part of a year there, studying Mandarin. The following year, the majority of which I was forced to spend in the United States because of the illnesses of my parents, my husband searched the island for a suitable village in which to carry out the anthropological field project that had brought him to Taiwan. I returned not to the noisy, jostling city but to a small, quiet village on the banks of the Tamsui River. In its way of life, Peihotien was far from Taipei; in miles, the distance was not great. With luck and a feeling of urgency, the trip from the Taipei train station to our doorstep could be made in an hour, half by train and half by foot. The train rumbled through Taipei suburbs, a small city, a couple of small market towns, and much open paddy land before it dropped us in the market town of Tapu. Tapu is the buying, selling, repairing, and general servicing town for a number of villages, including the one in which I was to live.

The Tapu train station opens onto a little square; the square in turn opens onto the main street of the town. I have never seen the square completely empty, not even in the heavy rains that break the heat of summer afternoons. There is a man who sells hot noodles from a little cart, another with fresh fruit, another with newspapers and gaudy magazines.